

MACHINE SERVICE BULLETIN #104

SUBJECT: Change in design of
the Right Hand Carriage
Lock Cam K 2-20

DATE: April 23, 1930

TO ALL OFFICES:

There has been a change in design in the right hand carriage lock cam K 2-20 whereby the embossed pins that engage the K 240 driving cam are positioned differently.

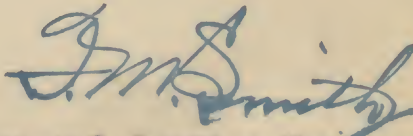
The purpose of this change is to eliminate a possible interference between the carriage lock levers and the K 2-10 and K 2-20 when the mechanism is in neutral.

From this date on, all requisitions for K 2-20 will be filled with those of the new design and will be designated as K 2-20x1.

In replacing an old style with a new one, it will be necessary to reverse the position of the driving cam K 240 on the selecting gear shaft so that the new style K 2-20 will be in time with the K 2-10 on the opposite end.

There is no change whatsoever in any of the mechanism on the left hand end of the shaft.

FMS:AK


General Service Manager

Mr. M. Hitchcox
Toledo, Ohio

RECEIVED
TOLEDO, OHIO
APRIL 23, 1930
JACK CARL E. M-20

DATE: April 23, 1930

TO ALL OFFICES:

There has been a change in design in the right hand
carriage Jack car E M-20 whereby the enclosed disc has
been changed from E 240 driving car and positioned differently.

The purpose of this change is to eliminate a possible
interference between the carriage Jack car and the
E 240 and E 250 when the mechanism is in neutral.

From this date on, all registrations for E 240 will be
issued with those of the new design and will be design-
ated as E 240A.

In registering an old style with a new one, it will be
necessary to reverse the position of the carriage and
E 240 as the enclosed gear shift is now in the right
E 240 will be in line with the E 240A in the opposite
end.

There is no change whatever in any of the mechanism
on the left hand end of the shaft.

Respectfully,
General Service Bureau

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